



ADA CURB RAMP DESIGN REPORT

PROJECT NAME:		PROJECT (PERMIT) NO.:	
DESIGNER:		ENGINEER OF RECORD:	
I. LOCATION (INTERSECTION)		Check This Box if MEF Applies	
<div style="text-align: right; margin-bottom: 10px;"> Sketch Curb Ramps (or paste plan view) below Assign each curb ramp a reference number Note the nearby location of mid-block crossings </div> <div style="text-align: center;"> </div> <div style="text-align: right; margin-top: 20px;"> </div>			

II. DESIGN CRITERIA FOR NEW RAMPS

1	2	3	4	5	6	7	8	CHECK <input checked="" type="checkbox"/> IF ELEMENT MET
								A. SINGLE RAMP PROVIDES ONE DIRECTION OF TRAVEL (RAMP IS NOT DIAGONAL)
								B. RAMP IS PERPENDICULAR TO CURB LINE
								C. BOTTOM OF RAMP AS IT INTERSECTS WITH THE STREET IS COMPLETELY WITHIN THE LEGAL CROSSING
								D. MAX (DESIGN) RAMP RUNNING GRADE IS 7.2%
								E. MIN DIMENSIONS OF LEVEL LANDING AT TOP OF RAMP IS 4.0' X 4.0' (PROVIDE AN ADDITIONAL FOOT FOR CLEARANCE ADJACENT TO VERTICAL OBSTRUCTIONS SUCH AS CURBS, WALLS, FENCES, POLES, ETC.)
								F. MIN RAMP THROAT WIDTH IS 4' (EXCLUDING FLARES OR WINGS)
								G. MAX RAMP FLARE (WING) IS 6' LONG FOR A 6" CURB EXPOSURE (OR EQUIVALENT RATIO; CURB RETURN MEETS THIS REQUIREMENT IF ADJACENT TO SOFTSCAPE OR COMPLETE LENGTH OF RAMP IS PHYSICALLY BLOCKED)
								H. MAX (DESIGN) STREET GUTTER GRADE AT BOTTOM OF RAMP IS 1.5%
								I. MAX (DESIGN) STREET CROSS SLOPE AT BOTTOM OF RAMP IS 4%. (THIS APPLIES TO GUTTERS AND ROAD SURFACES WITHIN 2' OF A CURB RAMP, MEASURED PERPENDICULAR TO THE CURB)
								J. MAX (DESIGN) STREET TO RAMP GRADE BREAK DIFFERENCE IS 10%
								K. SIDEWALK TRANSITION (PANELS) RUNNING GRADE TO LANDING FROM BOTH DIRECTIONS ARE 8.33% ABSOLUTE OR LESS, OR 15 FEET RUNNING LENGTH
FOR DIAGONAL RAMPS ONLY								
								L. IF DIAGONAL, RAMP LANDING (MINIMUM 4' X 4') AT BOTTOM OF RAMP IN THE STREET IS OUTSIDE OF THE VEHICULAR TRAVELED WAY (INCLUDING BIKE LANES) AND 1.5% IN ALL DIRECTIONS.
FOR RAMPS WITH PED BUTTON ONLY (COORDINATE PUSH BUTTON PLACEMENT WITH SSL ENGINEERING)								
								M. UNOBSTRUCTED AND ADJACENT TO A LEVEL ALL-WEATHER SURFACE. FOR PUSH BUTTON INSTALLED ON STAND-ALONE POLE, SKIRT OF POLE IS COMPLETELY OUTSIDE OF TOP OF RAMP LANDING.
								N. IS IN OR WITHIN 5 FEET LONGITUDINALLY (ALONG CURB ALIGNMENT) OF THE OUTSIDE LIMITS OF THE MARKED (OR LEGAL UNMARKED) CROSSING.
								O. WITHIN 10 FEET FROM FACE OF CURB, SHOULDER, OR EDGE OF PAVEMENT.
								P. FACE IS PARALLEL TO THE CROSSWALK TO BE USED
								Q. CENTER OF PUSH BUTTON IS BETWEEN 3.5 – 4 FEET ABOVE THE ADJACENT WALKING SURFACE
								R. WITHIN 10 INCHES OR LESS TO THE EDGE OF THE RAMP LANDING
								S. IS AUDIBLE PEDESTRIAN SIGNAL (APS) AND PARALLEL TO THE DIRECTION OF THE CROSSING

III. IDENTIFY CORNERS THAT DO NOT MEET THE CRITERIA LISTED ON PAGE 2 OF THIS FORM.

- LIST THE CRITERIA THAT ARE NOT MET AND EXPLAIN WHY. DISCUSS UNIQUE DESIGNS. DESCRIBE MITIGATION OPTIONS.
- PROVIDE RECOMMENDATION FOR ADDING TO TRANSITION PLAN LIST.
- NOTE ON THIS FORM TRAFFIC ENGINEER'S NAME AND CONCURRENCE WHEN RAMP THROAT IS NOT ENTIRELY WITHIN THE LEGAL CROSSING AND/OR IF RAMP IS NOT PROPOSED AT EACH CROSSING AND THE INTERSECTION IS OTHERWISE ACCESSIBLE.

APPROVALS: ADA TECHNICAL ADVISOR APPROVAL REQUIRED WHEN DESIGN CRITERIA ON PAGE 2 IS NOT MET, OR FOR UNIQUE DESIGNS SUCH AS DEPRESSED CORNERS AND RADIAL TRUNCATED DOMES.

	ENGINEER OF RECORD	SUP. ENGR (PBOT ONLY)	ADA TECHNICAL ADVISOR
NAME			
DATE			
SIGNATURE			